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PHOTOGRAPHIC INTERPRETATION REPORT



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**SOUTHEAST ASIA
ACTIVITY REPORT**

**SELECTED TRANSPORTATION
AND INFILTRATION
COMPENDIUM**

**ROAD STATUS,
LAOS PANHANDLE**

DECLASS REVIEW by NIMA/DOD

NPIC/R-259/67

NOVEMBER 1967

SUMMARY NO. 64

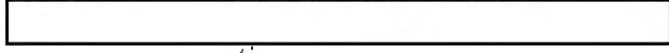
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GROUP 1 EXCLUDED FROM
AUTOMATIC DOWNGRADING
EXCLUSION

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PREFACE

This report is a summary of selected information on transportation and infiltration activity in southeast Asia as reported by NPIC during the period indicated on the cover. Those lines of communication and associated facilities which support communist insurgency in Laos and South Vietnam are emphasized.

Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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Road Status, Laos Panhandle

With the advent of the dry season in Laos, evidence continues to mount that the communists intend to repair the network of roads in the Laos Panhandle and once again exploit these routes of insurgency into South Vietnam. Road reconstruction, particularly in the significant choke-point areas, is observed on photography collected from [redacted]

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The roads in the Northern Panhandle are supporting light traffic, as evidenced by vehicle tracks, by-passed interdiction points, and vehicle sightings on [redacted] photography. New construction is also noted, indicating a limited expansion of this northern part of the road network.

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No evidence of traffic has been identified in the Southern Panhandle network south of the Sepone area, but major road improvement efforts are observed, including an extension of Route 165 toward South Vietnam.

NORTHERN PANHANDLE

Evidence of light traffic through the Mu Gia Pass has been traced south to at least 17-25N 105-45E (UTM WE809270), just north of Ban Pak Phanang. This logistics route has employed Routes 12, 1201, 1202 and a Route 23 by-pass.

The second major infiltration route from North Vietnam into Laos -- via NVN Route 137 to Laos Route 912 -- evidences a degree of traffic varying from light to medium. Traffic usage has been confirmed south to the Sepone area over Routes 912, 911, 9112, and 91 and then west on a short segment of Route 9 to Route 914. A 912 chokepoint near Ban Loboy at 17-13N 106-08E (XE212046) -- observed unserviceable on [redacted] -- is serviceable on photography of [redacted] (Figure 1). A by-pass southeast of the 911/912 junction (previously reported in Summary 58, Item 6) continues to be under construction from 911 to 17-03N 106-00E (XD076863) (Figure 2). Intermittent photo coverage along Route 911 provides evidence of traffic usage north of the junction with 912 to at least 17-18N 105-43E (WE773140).

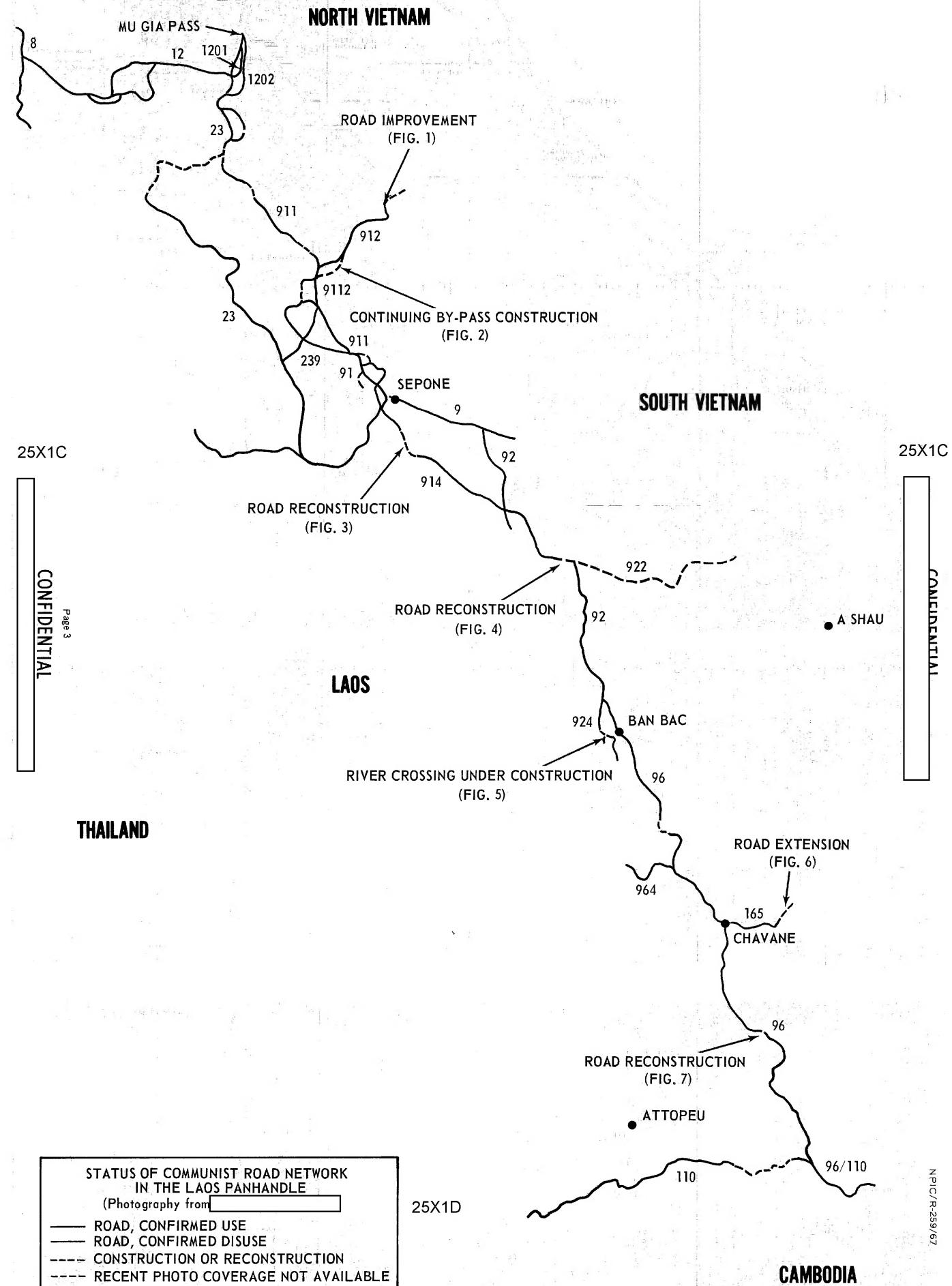
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Two by-passes around a frequently interdicted chokepoint on Route 91 are in early stages of construction. One extends east from 91 at 16-50N 106-03E (XD124615) to 16-49N 106-06E (XD174599) and the second extends west from 16-47N 106-06E (XD174573) to the present terminus of construction at 16-45N 106-05E (XD168534).

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SOUTHERN PANHANDLE

No evidence of traffic has been noted south of the Sepone area, but efforts toward road improvement are observed at scattered, critical locations.

Road reconstruction is evident at several chokepoints along Route 91⁴ in the vicinity of 16-35N 106-13E (XD302339) (Figure 3). Additional reconstruction is observed over a 35-nm section of Routes 92 (Figure 4) and 922 from 16-17N 106-37E (XD728024) to the Laos/South Vietnam border. (Reconstruction on this road in South Vietnam, designated Route 922/548, continues southeast toward the A Shau area.)

A new probable ferry crossing over the Se Kong (river) to service Route 92⁴ is under construction near Ban Bac at 15-49N 106-45E (XC885506). The northern approach road, an extension of Route 92⁴, and the southern approach which extends from Route 92 are also under construction (Figure 5). Improvement is also noted on a 92⁴ chokepoint at 15-50N 106-45E (XC888521). Construction on Route 165 northeast of Dak Ray extends to within 11 nm of the South Vietnam border. Extensive clearing and earth-moving operations are in process between 15-20N 107-12E (YB366966) and 15-24N 107-14E (YC411039) (Figure 6). Road reconstruction on Route 96 is observed both north and south of Chevane, at 15-38N 106-53E (YC029291), 15-36N 106-53E (YC034255), 15-04N 107-09E (YB311669), and 15-04N 107-09E (YB295675) (Figure 7).

Four major chokepoints are being reconstructed on Route 110 at 14-43N 107-04E (YB226285), 14-42N 107-09E (YB326264), 14-42E 107-10E (YB348268), and 14-43N 107-14E (YB418295) (Summary 63, Item 7).

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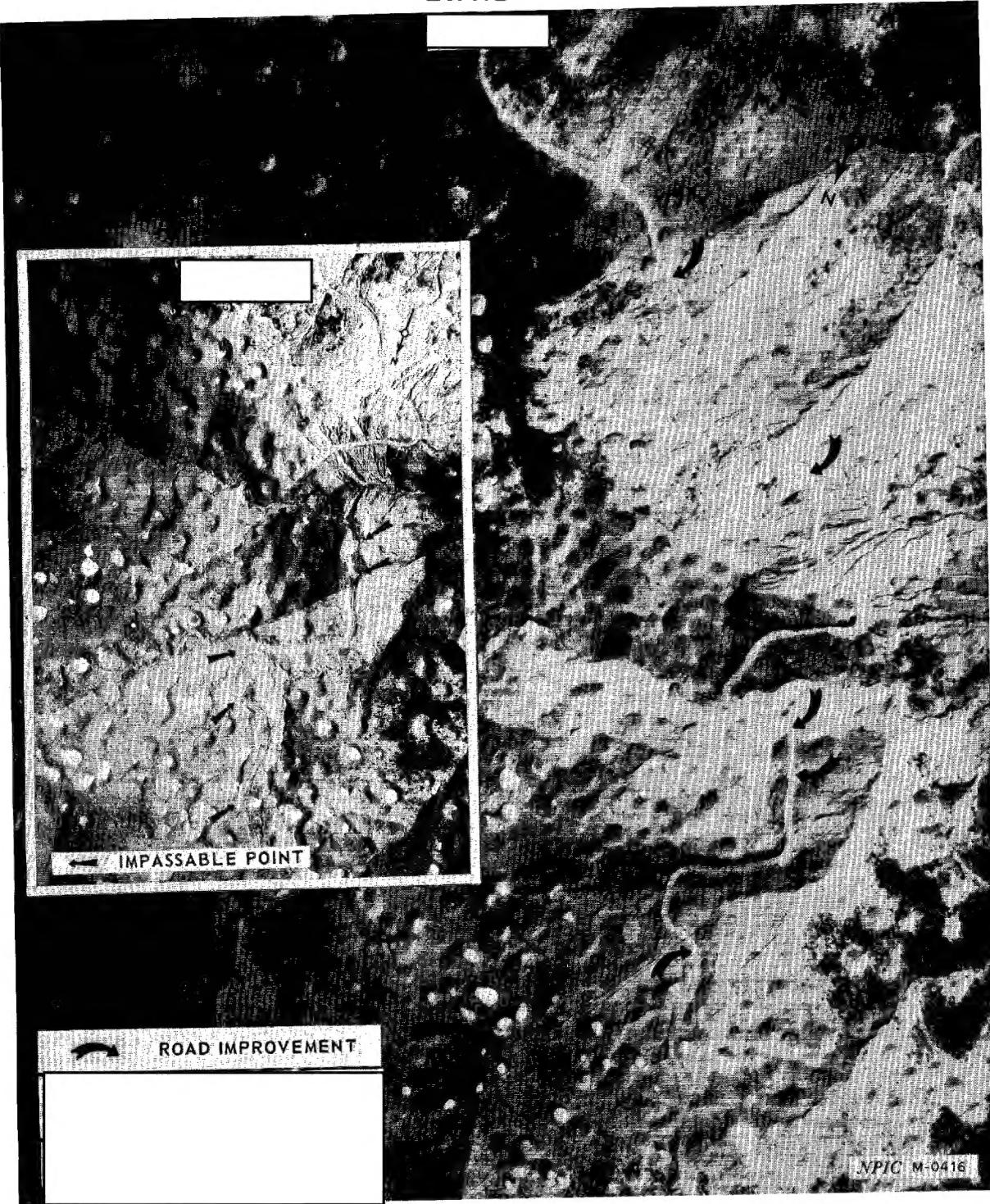
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FIGURE 1. REPAIRED CHOKEPPOINT, ROUTE 912, LAOS

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[redacted] NPIIC R-259 67

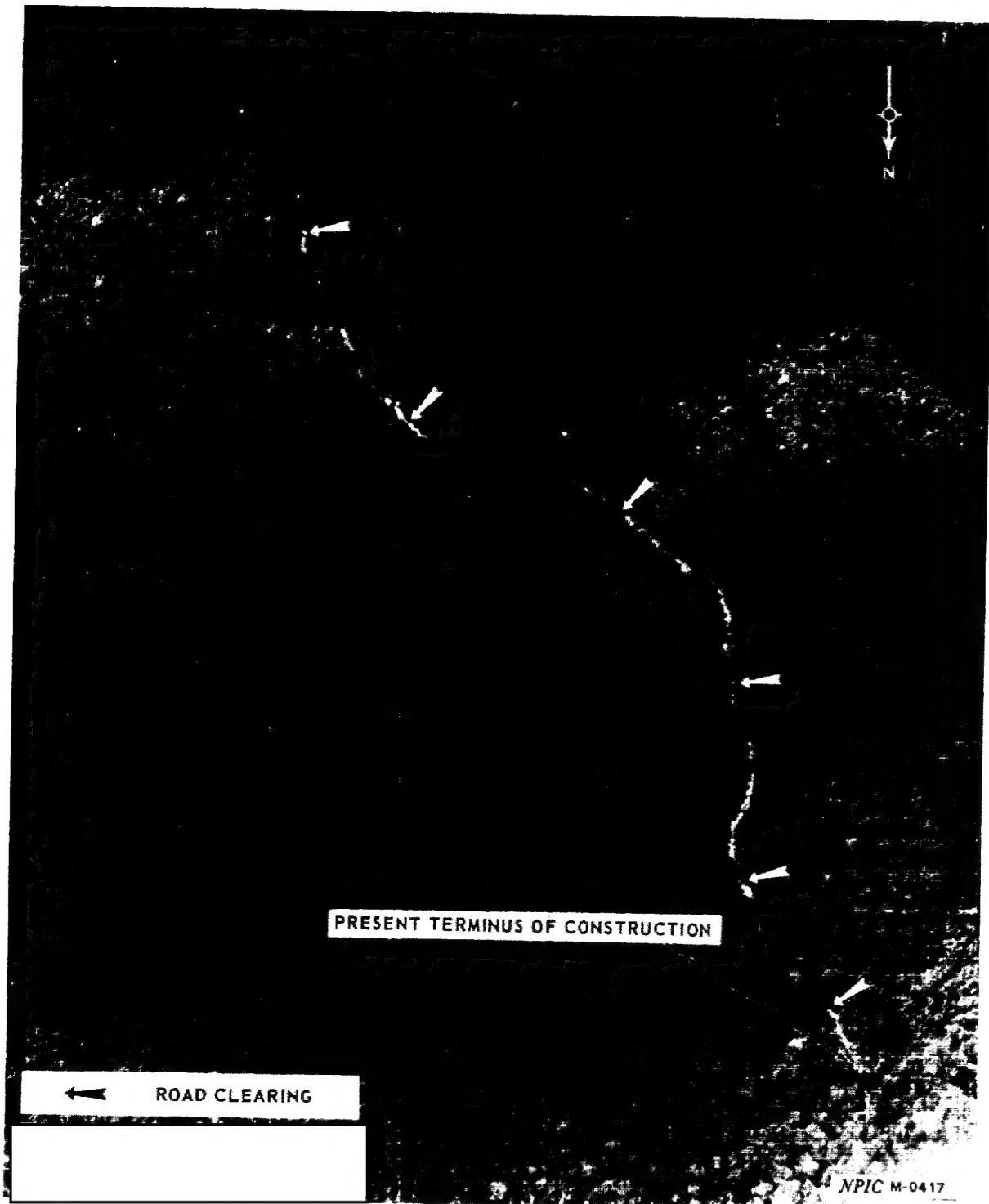
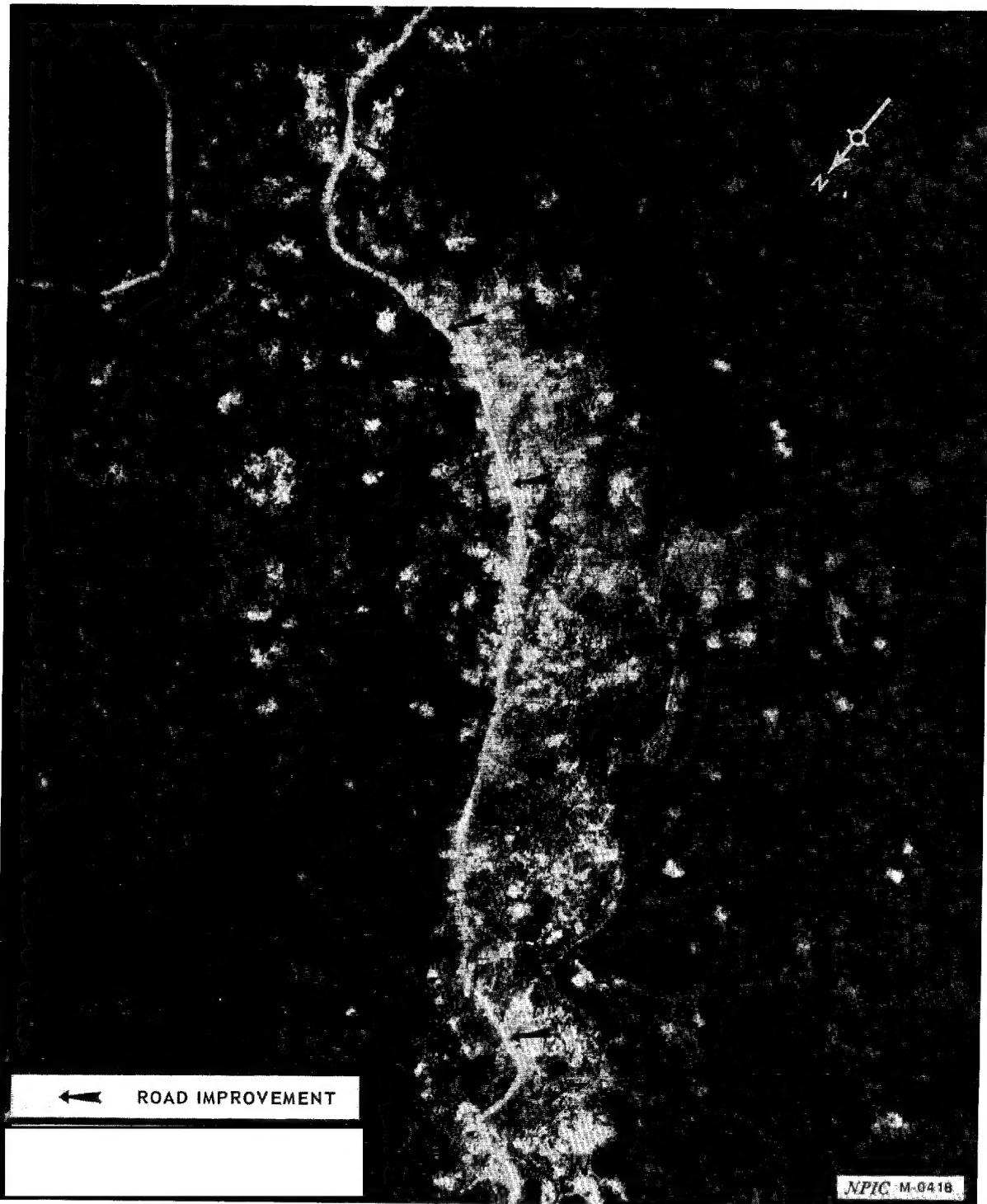


FIGURE 2. CONTINUING BY-PASS CONSTRUCTION, ROUTES 911, 912 AREA, LAOS

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FIGURE 3. ROAD RECONSTRUCTION, ROUTE 914, LAOS

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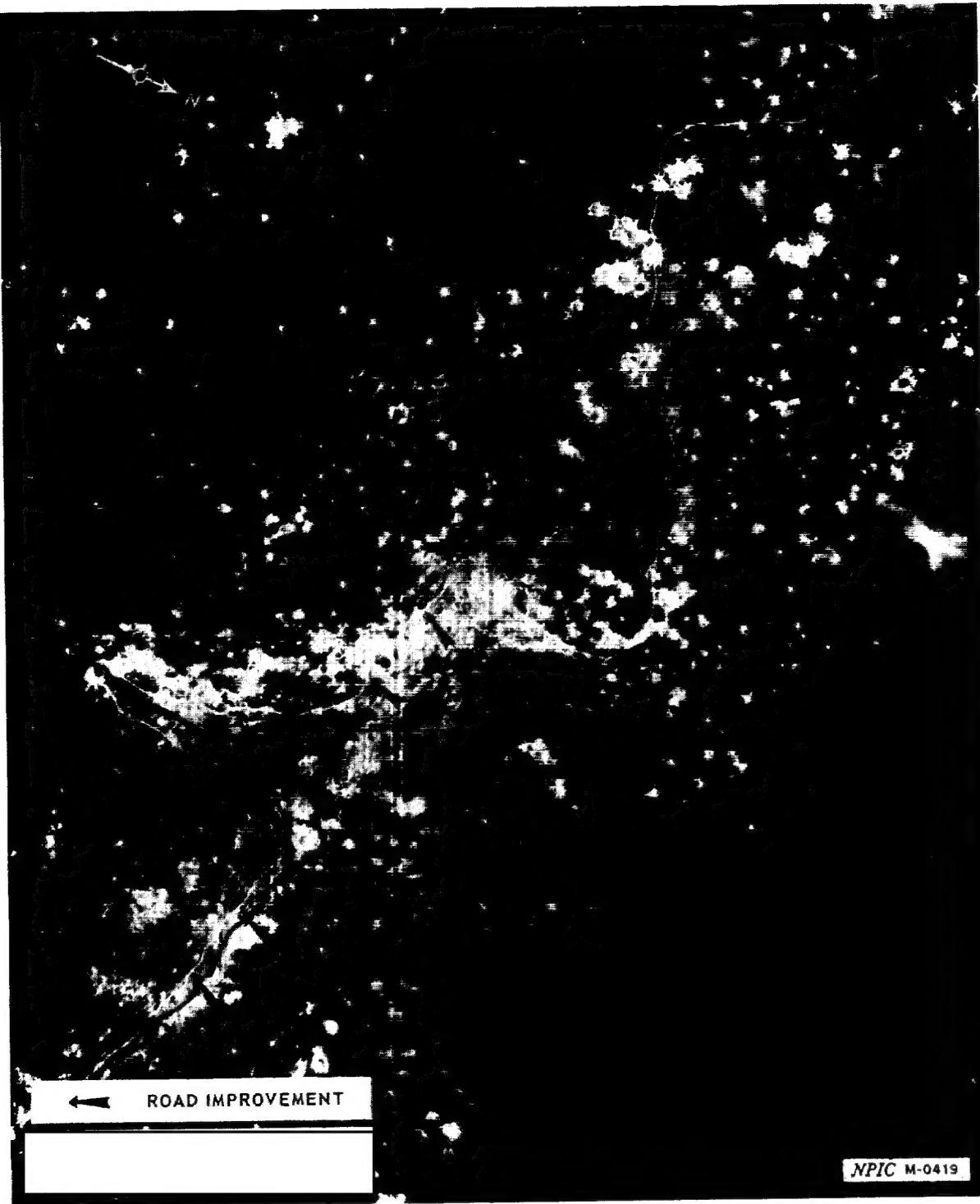
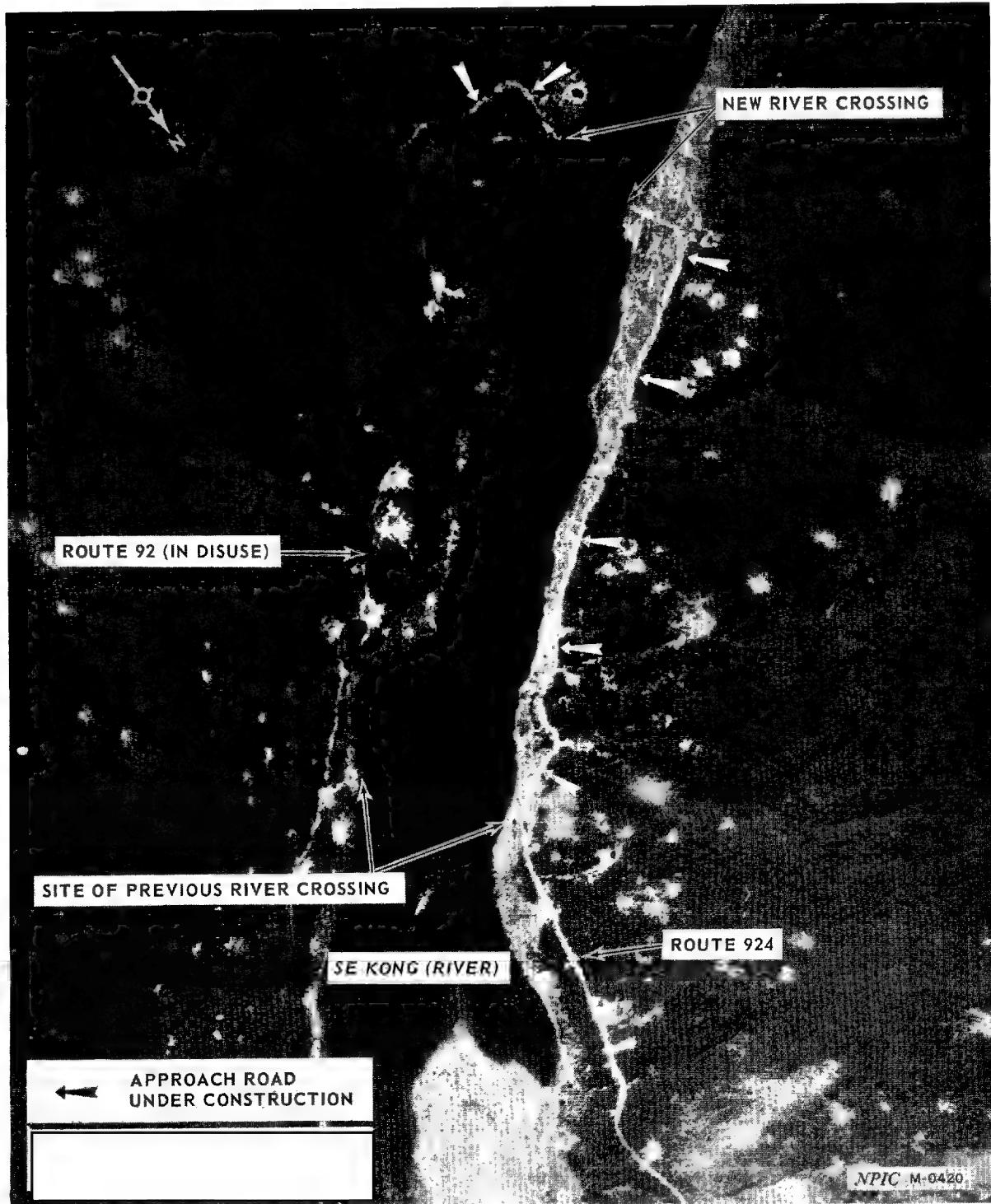


FIGURE 4. ROAD RECONSTRUCTION, ROUTE 92, LAOS

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FIGURE 5. RIVER CROSSING UNDER CONSTRUCTION, ROUTES 92, 924 AREA, LAOS

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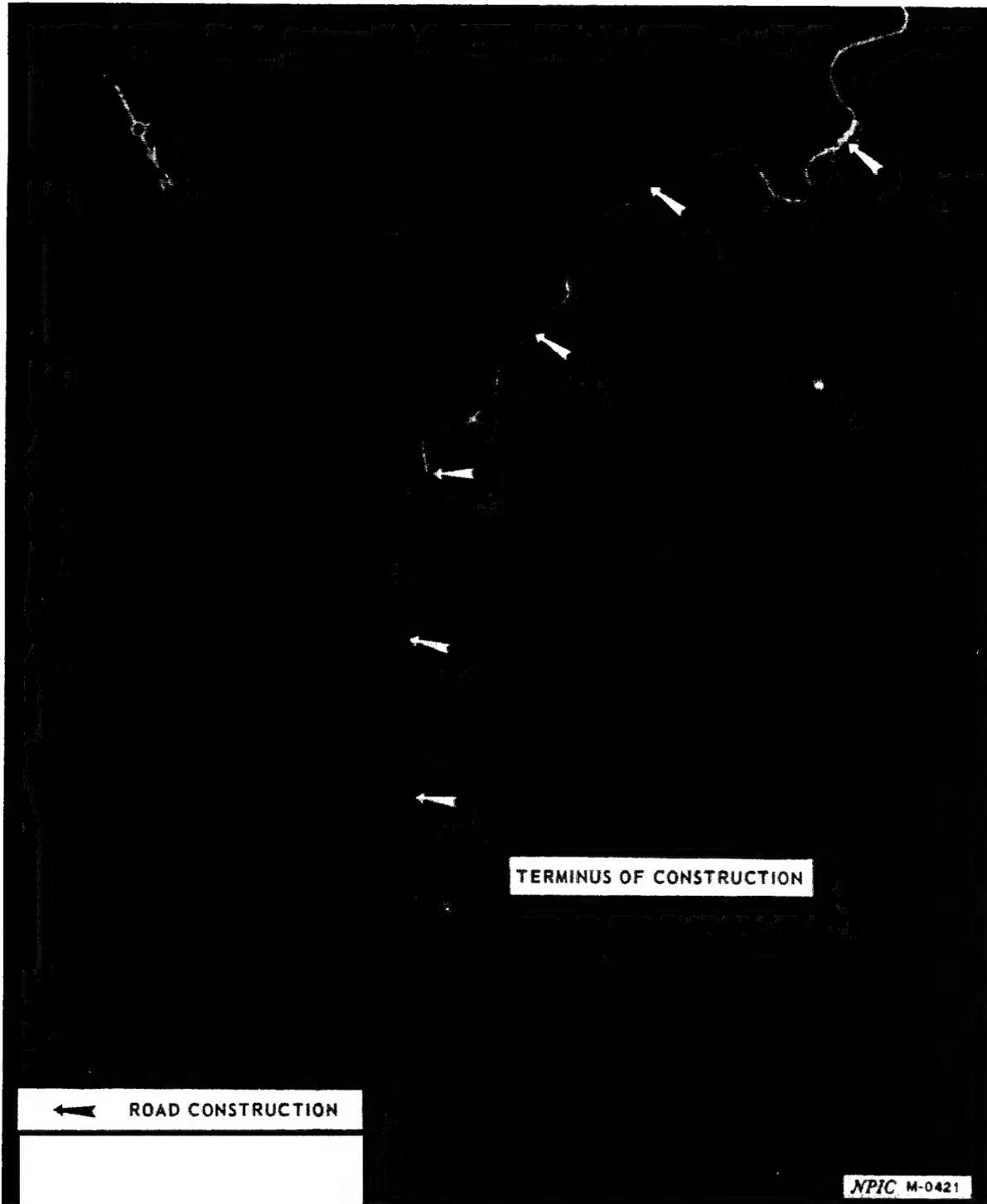
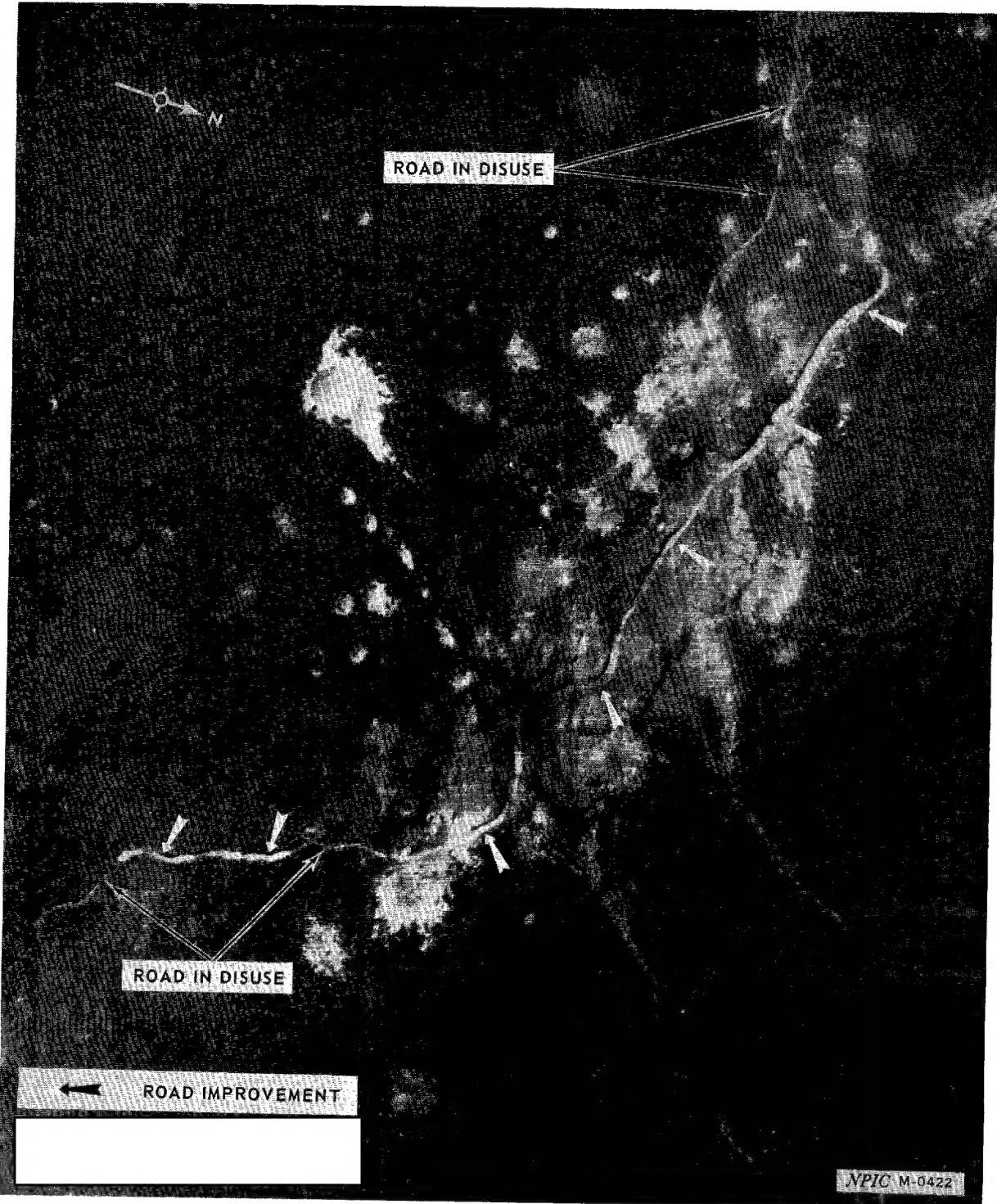
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[redacted]

FIGURE 6. ROAD EXTENSION, ROUTE 165, LAOS



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FIGURE 7. ROAD RECONSTRUCTION THROUGH CHOKEPPOINT, ROUTE 96, LAOS

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TITLE

ANSWER (P-25016B)

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